

APPENDIX

Concise Explanation

(1) **JP 61-160537** describes a supercharger for an internal combustion engine, the purpose of which is to widen the output control range and improve fuel consumption by installing a controller for controlling a relief valve, ignition-timing adjustor, and a fuel injector, and a selecting switch for inputting a selection signal into the controller.

(2) **JP 60-192826** describes a control method of an internal combustion engine that suppresses knocking below allowable limits while bringing the increase of the output of the internal-combustion engine near to the maximum by performing supercharging while controlling the supercharging amount with correspondence to the cooling capacity of an intake air cooling means and the learning value of the firing timing.

(3) **DE 31-29686** describes a control device for the supply pressure of a supercharged combustion engine, where the order value of the supply pressure may be adjusted at least as a function of the load and rotation speed values. The order value is preferably taken from a characteristic diagram (21) and, if necessary, is corrected as a function of other characteristic operation values. The control of the supplied pressure is effected through an intake on the air or exhaust gas side. It is further proposed to measure, instead of the supplied pressure, the amount of sucked air and to act on the turbine in order to obtain an air amount corresponding to the value provided by the characteristic diagram.

(4) **JP 11-255199** describes a thrust control system for aircraft that is provided with a control unit (EEC) 30 for controlling a throttle valve 11 opening of an aircraft internal combustion engine 1 having a super charger 10 and a propeller 2 speed. The EEC 30 conducts normally the first control for setting the throttle valve 11 opening and the propeller 2 speed in response to a stroke of a single power lever 12, but, for example, when a body is determined to be under a landing condition, the throttle valve 11 opening is set smaller than that set by the first control operation, and the propeller 2 speed is set to high speed of a prescribed speed or more irrespective of a set speed set by the first control operation. The number of revolution of the super charger 10 is kept high thereby, and an engine output is lowered while maintaining cabin pressurization to provide a sufficient landing speed.

(5) **FR 2 694 341** describes a system that has an ignition device (3), an injection unit (4) and a control unit (5). The control unit has a calculator (C1) associated with a sequence of functional parameters of the engine. These are provided by a set of sensors (10a-10g). A second calculator (C2) is associated with a second sequence of parameters identical to the first. The calculators are connected by a bus. One of them is operational while the other is in standby mode in case of failure of the first one or its associated sequence of parameters.